

INFORMATION REPORT

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1. Fabryka Zapalnikiw - located in Lodz, Poland is one of an affiliated group of plants operated by the Ministry of Industries. It serves as the parent or central headquarters for one plants or factories in Western Poland. Some of the other plants which are affiliates of Fabryka Zapalnikiw are located at Katowice, Swiebodzina and at Plozyna.

2. I was never in the plant at Lodz but know that it is now October 1953 the central headquarters for the above mentioned factories. It produced fuses and primers as well as bomb casings and parts. From what I heard in 1953 [redacted] Fabryka Zapalnikow has been converted to the manufacture of precision instruments. The address of this plant is Wigury 21, Lodz, Poland. The director of the plant at Lodz, as well as its affiliates, This fellow, H. Trabant, an engineer, is about 49 years of age October 1953, stands about 5'9", weighs 160, has brown eyes and hair. He holds a degree in engineering from a Polish University (name not recalled) [redacted] He was opposed to the Communists and disliked the Soviets. [redacted] He had been promoted to the Lodz factory as director.

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3. I visited Fabryka Zapalnikow Swiebodzice. Swiebodzice, Poland was part of East Germany prior to World War II. Under German rule this plant made bomb mechanisms for the German military machine. When I visited the site, the plant was engaged in manufacturing watches and precision instruments. It could, however, be converted readily (if it hasn't already been) to the manufacture of bombs, fuses, etc. The physical layout is as follows; the main factory is a two-story brick building about 70 meters long and 40 meters wide. In mid-1948 the number of workers was about 150.
4. In May 1948 the Ministry of Industries at Warsaw dispatched technical specialists to Pletzkye (Feterswalden, Germany) to increase the production of precision instruments at Fabryka Zapalnikow. These precision instruments which were exceptionally small could be used for watch making and other precision industries requiring minute instruments.

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5. [] I spent considerable time in travelling by rail through Lower and Upper Silesia. While I am not a railway engineer I can recall the following which I observed:
- The Breslau-Schweidnitz-Swidnica-Reichenbach/Dzierzonow-Frankensteen/Zabkowice line is one of the most important in Silesia. As I recall it was standard gauge and double tracked for the entire distance. In 1948 the road bed appeared to be in fair condition, however, between these points, much repair was underway, ties were being replaced and ballast added. Its importance in 1948 lay in the fact that the USSR used it a great deal for hauling to and from Eastern Germany.
 - Breslau/Wroclaw-Brzeg-Opeln/Opola-Katowice as I can recall the railroad between these points was in very good condition.
 - As you will note, the key point for railroads leading into Eastern Poland is the major junction, Breslau. In 1948 Breslau was one of the chief manufacturers of locomotives and freight cars for all of Poland. [] it is now, October 1953, the largest manufacturer of locomotives and freight cars in Poland.

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